5X1A	MONORADUM FOR:		
	CLEJECT:	Geographic Intelligence Memorandum on "Malaymia" CIA/RR CM 62-2	
	STATEMENTS:		25X1
	2. UK rig 2. UK rig	comments on subject report, which was produced on short 's request, have been noted. The following paragraphs weral points of content questioned.  Ats in Singapore. We agree that the GM 62-2 statement, d Mingdom will retain the right to use the Singapore should be regarded as subject to Federation leaders' and local popular attitudes. These limitations, however, itish situation presently the British could not, for ingapore against the Indonesians in New Guines. Similarly, a residual sovereignty possessed by the host country is a readom of action that is generally appreciated. The report ded to record the fact of agreement on UK rights, as ime Minister Release	051/4
5X1			25X1
	was used in the from all of the	te Solidarity Consultative Committee. We agree that this not represent all popular opinion. The term, "representative" sense that the committee is constituted of representatives political economists interested in Malaysia  The fact of its "stacked" possibili-	] 25X1
	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	been made more explicit, although you will note that the bee intentionally refers to formation of the Cobbold probable pro forms act on the part of the British Government.	
25X1	Malaya one is is markedly improve based on the pre- it is unwarrante the Federation h	pressed with the "hustle and bustle"; the economy has a since the period of the Emergency. On the other hand, sent knowledge of Malaya's natural rescurces, we believe to claim, as you suggest "many expert observers" do, that as "very considerable economic potentials for the future." clusions on the Federation's resource base are available	

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STATE, NAVY review(s) completed.

- Solveduled air carrier routes. "Airline" distances in the legend thus should have been "air" distances. With regard to the questioned citation of direct flights from Singapore to Manila, the Official Airline Guide for April 1962 lists four direct flights weekly by BOAC between Singapore and Manila. In addition, there were three flights weekly by Cathay Pacific Airways from Singapore to Manila via Hong Kong. We were wrong in showing direct flights to Sydney.
- in Helays has its roots in an old cartographic problem -- how to show background detail without obscuring the main subject of the map. In this case, there were a number of design complications which counseled omission of this road, as indeed many others. Concerning the main heat-West route you are right -- portrayal of a major section of the road was based on an obsclate source. Concerning the road shown as entering Thailand, our information has it trafficable, constructed of crushed stone or blacktop as of 1959; we would certainly accept a more recent report. In the case of the motorable route on the east coast, we may both be in error -- a recheck here shows good evidence for the trafficability of all sections except that between Pontian and Rompin; this possible gap is to be closed by a new road to be completed in 1963.
- 7. Place mass. Wasses on Map D were holdovers from a conveniently svallable base map which carried mass only for rough orientation, and, in the process, gave preference to those of towns on railroads. The name selection is admittedly arbitrary and improvable. In view of short deadlines and the presence of Map B as the primary map of Malaya, no recompilation of this aspect of Map D was deemed necessary.

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Reclorure: GM 62-2 (Cy. No. 77)		
		25X1A

**STAT** 

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FORM NO .241	REPLACES FORM 36-8 GPO:1957—O-439445 (47) WHICH MAY BE USED.					

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